## BAILBOADS. RALTIMORE AND OHIO RAILROAD.

WARRINGTON, Dec. 3, 1866.
Trains between WARHINGTON and BALTIMORR, and WARHINGTON AND THE WEST,
are muy run as follow, vis:
FOR BALTIMORE.
Lovedity, excent Sanday, et 2, 2, 5,00, and

FOR BALTIMORE.

Leave daily, except Sunday, at 6 \$2. 8.00, and 11.15 a.m., and 3.00, 4.30, 7.30 and 9.0a P. m. POR ALL WAY STATIONS.

Leave daily, except Sunday, at 6 20 a. m. and

2.00 p. m.
FOR PRINCIPAL WAY STATIONS, vis:
Bladenburg, Beltsville, Laurel, Annap. iis
Janctico, and Relay Honse, Isawe at 6.20 and 8.00
a. m., and 3.00 and 4.30 p. m. daily, except Suaday.

n. m., and 3.00 and 4.30 p. m. daily, except Suadday.

FOR ANYAPOLIS.

Leave at 6.20 and 8.00 a. m., and 4.30 p. m. daily, except Suaddy.

ON SUNDAY.

FOR BALTIMORE.

Leave at 5.00 a.m. and 4.30 f. 30 and 9.00 p. m.

FOR WAY STATIONS.

Leave at 5.00 a.m. and 3.00 p. m.

FOR ALL PARTS OF THE WEST.

Leave at 8.00 a.m. and 3.00 p. m.

OR SUNDAY.

OR SUNDAY at 2.00 p. m. and

OR SUNDAY at 2.00 p. m.

Sunday, at 2.00 p. m. only, connecting lay Station with trains from Baltimore to

On Sunday, at P. O. P.

On Sunday, at P. O. P.

Wheeling, Parkorsburg, Ar.

Through tickets to the West can be had at the
Washington Station Ticket Office at all hours in
the day, as well as at the new office in the Amercian Tolegraph Building, Pennayivants avenue,
between Poir and a shalf and fixth streets.

For New York, Philadelphia, and Boston, see
advertisement of "Through Line, P. SMITH,

Master of Transportation,
L. M. COLE,

General Ticket Agent,
oc.30 if

OEO, S. KONTE, Agent,
oc.30 if

NOTICE TO SOUTHERN TRAVELERS. THE OLD AND DIRECT LINE ENTIRELY COM-

STAGING ENTIRELY DISCONTINUED. to MILES SHORTER AND 3 HOURS QUICKES

On and after MONDAY, September 25, the old and favorite line from WASHINOTON, via FEED-ERICKSBURG, to RICHMOND, will be run WMICE BALLY, (Sanday nights excepted.) as fol-

MERCKSBURG, to RIGHMOND, will be run WMICE BALLY, (Senday nights excepted.) as follows:
The fast and commodious etsamer KEYPORT, Captain Frank Hollingshead, and C. VANDER, BILT, Captain & Frank Hollingshead, and C. VANDER, BILT, Captain & Frank Hollingshead, and C. VANDER, BILT, Captain & Frank Hollingshead, and ward foot of Hixth streat, Washington, twice daily, (Sunday nights excepted.) at 7 a. m. and 8.45 p. m., arriving at Aquin Creek by 10.30 a. m., and 12.55 p. m., and thouse by the Righmond, Fredericksburg, and Potomae Railroad, now entirely completed, to Richmond, and making connections with the Richmond, and making connections with the Richmond and Petersburg Railroad for Feberaturg and points south of Petersburg at 3.45 p. m., arrives in Richmond at 5.20 a. m., afording ample time for hreakfast, and connection with the Richmond and Danville trains for Danville, Va., Greensboro', Sallsbury, Charlotte, Raisigh, Goldsborough, and Wimington, M. C., and Chester, S. C.
On 6010AYS leave WASHINGTON at 7 a. m. only, and arrives in Richmond at 3.25 p. m.
Baggage checked through to Kichmond from New York, Philadelphia, Baltimore and Washington, and accompanied by through baggage masters.
Through lickets from N. York to Richmond 217

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.

Commencing MONDAY, December 19th, 1888, ttains will leave depot, corner at Broad atreet and Washington areante, as follows:
Express Train at 4.05 a. m., (Mondays excepted,) for Baitmore and Washington, stopping at Wilmington, Perryville, Havro-de-Grace, at Wilmington, Perryville, Havro-de-Grace, copyed., for estimors and washington, stopping at Wilmington, Perryville, Havre-de-Grace, herdeen, Perryman's, and Magnotia. Way Mail Train at 8.16 s. m., (Sandays excepted.) for Battimore, stopping at all regular tatious, connecting with Delaware railroad at Wilmington for Milford, Salisbury, and intermediate stations.

distantations.

Exprese Train at 1.15 p. m., (Sundays excepted,) for Baltimore and Washington, etopping at Chester, Wilmington, Ekkon, Perryville, and Havre-da-Grace.

Express Train at 3.50 p. m., (Sundays excepted,) for Baltimore and Washington, stopping at Wilmington, stopping at Wilmington, Newark, Ekkon, Northeast, Perryville, Havre-de-Grace, Perryman's, and Magnolla.

Magnolia Magnolia (11.15 p. m., for Baltimors Might Express at 11.15 p. m., for Baltimors and Washington, stopping at Chester, (only to take Baltimors and Washington passengers,) Wilmington, Newark, Elikton, Northeast, Perryville, and Havre-de-Grace.

Passengers for Fortersa Mouroe will take the

Passengers for Forses.

8. 10 a. m. train.

ACOOM MODATION TRAINS—Stopping at all actions between Philadelphia and Wilming-

Leave Philadelphia at 11.00 a. m., 4.00, 8.30 and 10.00 p. m. The 4.00 p. m. train connects with Dulaware Haliroad for Milford and inter-

liate stations. cave Wilmington at 7. 15 and 9. 30 a. m. , 2. 30 and 6, 30 p. ra. THROUGH TRAINS FROM BALTIMORE — Leave Wilmington at 12 m., 4. 24, 8. 33 and 9, 54 P. m. CHESTER FOR PHILADELPHIA—Leave Ches-ter at 5.15, 10.14 a. m., 12.36, 3.15, 4.64, 7.20

tisr at 5.15, 10.14 a. m., and 9,00 p. m. SUNDAY TRAINS.
Express Train at 4.00 a. m. for Baltimore and Washington, Perrywan's villo, Hayre-da-Urace, Aberdeen, Perryman's villo, Hayre-da-Urace, Aberdeen, Ferryman's for Baltimore

villa, flave da-Urace, Aberdeen, Perryman's and Magnolises at 11.16 p. m. for Baltimore and Washington, stopping at Chester, (for Baltimore and Washington, passengers.) Whimington, Nowark. Ekiton, North-East, Perryville and lavre-da-Grace.

Accommodation Train at 10 p. m. for Wilmington and Way Stations.

BALTIMORE FOR PHILADELPHIA.

HANDER FOR PHILADELPHIA.

Leave Jailimore at 9.25 p. m. stopping at Havre-da-Grace. Perryville and Wilmington. Also stops at Ekton and Newark (to take passengers for Philadelphia and leave passengers from Washington or Baltimore,) and Chester to leave passengers from Baltimore or Washington.

Leave Wilmington for Philadelphia at 6.30 P. m. FROM BALTIMORE TO PHILADELPHIA.
Leave Baltimore 8.25 a. m. Way Mail; 1.10
p. m., Express 4.25 p. m., Way Train; 6.35
p. m. Express 9.25 p. m., Express, 1.25
p. m. Frain's Folk Baltimork

P. D. Leave Wilmington at 5.13, 9.40 z. m., 2.25, 4.65 and 12.25 p. m. FREIGHT TRAIN, with passenger car attached, will leave Wilmington for Perryville and intermediate sictions at 7.55 p. m. jant H. F. HENNEY, Seperintendent.

## Daily National Republican.

WASHINGTON, D. C., THURSDAY EVENING, DECEMBER 21, 1865.

The Official Advertisements of all the Executive Departments of the Government are Published in this Paper by Authority of THE PRESIDENT.

BALLBOADS. GREAT PENNSYLVANIA ROUTE TO

BORTH AND WEST. FOUR DAILY TRAINS.

VOL. VI.

WINTER SCHEDULE: ON AND AFTER NOVEMBER 30, 1865, trains

TWO TRAINS ON BUNDAY. Leaving Washington at 3.30 and 7,30 p. m. BLEEPING CARS ON ALL NIGHT TRAINS,

Care ran through from Baltimore to Pittabe rath, Erie or Elmira, without change.

A For Tickets and any information apply at
the : fillee of the Great Pennsylvania Route, corner P. unsylvania avenue and dixth street, corner of
Nation. id Moiel, and Fourteenth atreet, corner of
Pennsyl vania avenue, opposite Willards: Hotel,
Washingt Ss.

Baperintendent N. C. R. R.

E. J. WILKINS,
Passenger and Ticket Agent,
JNO, GILLE VT. Passenger Agent. no20-if

ARKANGEMENTS NEW YORK LINES. THE CANDEN AND AMBOY AND PHILADEL

PRIA AND THEM FOR BAILBOAD COMPA-FROM PHILA PELPHIA TO NEW YORK AND WAY PLACES.

FROM WALNUT STA TET WHARF AND RESSINGTON DEPOT,

WILL PAYS AS POSLOW. VIST Will. Carl as Pollow Am. hoy—C. and 22 26. M. yis Camden and Jers vy City—Saw Jersey Accummodation. 2. 28. M. via Camden and Jersey City—Corning Express. 3. 00. M. via Camden and Jersey City—Corning Express. 2. 25. M. via Camden and Jersey Ch. 2. 25. M. via Camden and Jersey Ch. 2. 25. M. via Camden and Jersey Ch. 2. 25. M. via Camden and Jersey S. 20. M. via Camden and Amboy—C. and Accommodation. 2. 25.

A. Express. 3.00 At 3 p. m., via Kensington and Jersey City-Washington and N. Y. Express. 3.00 At 64 p. m., via Kensington and Jersey City-Evening Mail. 3.00 At 115 p. m., via Kensington and Jersey City-Southern Mail. 3.00 At 116 p. m., via Kensington and Jersey City-Southern Mail. 3.00 At 116 p. 3.00 At

City—Southern Mail

At 11/2 (Night, ) via Kensington and Jorsey
city—Southern Expuse.

At 6 p. m., via Camden and Amboy—Accommodation (freight and passugers)

1st class ticket.

2.25

The 8.15 p. m. Evening Mail and the 1.50
(Night) Southern Express will run darly, (all
others, Sundays excepted.)

PHILADELPHIA AND NEW YORK LINKS Leave Wainst stress wharf at Sant Sa. Es., 12 m., and 2 p. m.

Leave Keszington Depot at 11.15 s. m., 2.36, 4.30 and 6.45 p. m., and 12.50 s. m. (night.)

The 6.45 p. m. line runs dally; (all others, Sandays excepted.)

NEW YORK AND PHILADELPHIA LINES. p. m. foot of Cortland street at 7, 8, and 10 a.

From foot of Cortland street at 7, 8, and 10 a.

m, 12 m, 4 and 5 p. m., and 12 night.

The 6 p. m. line runs d.lly; (all others, Sundays succepted.)

W. H. GATEMER, Agent,

Philadelphia and New York Liusa.

PRILADBLENIA, Dec. 23, 1863.

de31

1865 WINTER ARRANGEMENT. 1865 PENNSYLVANIA CENTRAL RAILROAD. TWELVE DAILT TRAINS.

On and after MONDAY, October 16, 1865, trains will leave the Union Passenger Depot, corner of Washington and Liberty streets, Pittsburgh, Passes follows:

DAY EXPRESS, daily except Sanday, at 240 a.m., stopping at Johnstown, Cocomangh, Callison, Aidona, and all principal stations, and making direct connections at Harrichu-X for New York, Buittoner, and Washington, and at Philadelphia for New York, Boston, and inter-wedistepoints.

ing dirset connections at Harrisbury for Aces
Tork, Baitmore, and washington, and at Philadelphia for New York, Boston, and intervediate
points.

ALTOONA ACCOMMODATION, daily except
Readay, at \$.50 a.m., stopping at all regular sixtions between Pittsburgh and Altoons, and making close connection with trains on the Indiana
Branch, West Ponnsylvania Bailroad, Ebonaburg
and Greecon Ratiroad, and Hollidayaburg Herauch.
PHTTEBURGH AND ERIE MAIL, daily except
Sunday, at 7.50 s.m., stopping only at Conemangh, Gaillizen, Altoons, and all principal sixtions, making direct connections at Harrisbarg for
New York, Hallimore, and Washington.

MAIL ACCOMMODATION, daily (except Sunday) at 11.60 a.m., stopping at all regular atations between Pittsburg and Harrisbarg, makintons botween Pittsburg and Harrisbarg, and consections with trains on the Rheesburg and
Oreson rationad and Hollidayaburg railroad.
PHILADELPHIA EXPHESS, daily at 4.20 p.

Stopping at Latrobe, Historytic Intersection
Johnstown, Gonamasgh, Gailitzer, Alloona, Huntingdon, Lewistown, Muffile, Newport, Marywille, Harrisburg, Lancaster, and Downingtown,
At Harrisburg direct councetions are made for
New York, Baltimore, and Washington, and at
Philadelphia for New York, Boston, and at
Philadelphia for New York, Boston, and at
Philadelphia for New York, Distabulphia and
Baltimore, and to New York by the Allentows
route.

JOHNSTOWN ACCOMMODATION, daily (ex-

Foundary at 4.35 p. m., atopping at regula stations between Pitisburg and Commangs, an connecting at Blatratile intersection with train on the Indiana Branch and West Pennsylvania

FAST LINE, dally, except Sunday, at 9.50 PAST LINE, dally, except Sunday, at 2.50 p. in., stopping only at Conamagh, daillten, Altoons, Huntingdon, Lewislows, Mifflin, Newport, Maryaville, Harrisburg, Margaville, Harrisburg, Margaville, Harrisburg, Margaville, Newrick, Margaville, Harrisburg, Margaville, Newport, Margaville, Harrisburg, Margaville, Harrisburg, Margaville, Harrisburg, Margaville, Harrisburg, Margaville, Margavil

10.50 p. m.
The Church Train leaves Wall's Station every
Sunday at 2.05 a. m., and arriving is Fittsburgh
at 10.05 a. m. Returning leaves Pittsburgh at
at 12.00 p. m., and arrives at Wall's Station at
2.00 p. m.

roo he me			
Leturning Trains arrive in Pittsburgh	as fell	01	
First Wall's Station Accommodation.	2.00	8.	п
Penn Accommodation	7.80	n.	1
second Wall's Station Accommodation Johnstown Accommodation	10.05	B.,	n
Pittsburgh & Eric Mail	1.30	p.	
Phird Wail's Statton Accommodation			
Fourth Wall's Station Accommodation	6.00	p,	1

Fourth Wall's Station Accommodation 6.00 p.m.
Alloons Accommodation and Smigrant 10.00 p.m.
An Agent of the Excelsior Omnibus Company
will pass through each train before reaching the
depot, take upchecks and deliver baggage is any
part of the city. Office No. 410 Fean airest, opin
day and night, where all orders for the movement of passengers and baggage will receive
prompt attention.

Baltimure express will average to the city.

prompt attention.

The prompt attention are as will arrive with Philadeland attentions expense will arrive with Philadeland the prompt of the prompt will be prompt of the prompt will be prompt of the prompt will be prompt of the prompt of the prompt will be prompt of the prompt

ORANGE AND ALEXANDRIA RAIL-

ORANGE AND ALEXANDRIA RAILROAD.—THROUGH by RAIL FROM WASHINGTON AND ALEXANDRIA TO RICHMOND
AND LYNCHRUHG.
On and after PRIDAY, September 1, 1865, the
trains on this road will run as follows:

Leave Washington at 7.a. m. and 8.30 p. m.
Leave distrandris at 7.33 a. m. and 9 p. m.
Leave dordonsville at 12, 30 p. m. and 1, 40 a. m.
Arrive in Richmond at 5 p. m. and 1, 40 a. m.
Arrive in Richmond at 5 p. m. and 6 a. m.
Arrive in Lynchburg at 0, 30 p. m. and 6, a. m.
Arrive in Lynchburg at 0, 30 p. m. and 1, 50 p. m.
Leave Helmond at 7 p. m. and 7, 15 p. m.
Leave Helmond at 7 p. m. and 7, 15 p. m.
Leave Helmond at 12, 30 p. m. and 1, 20 a. m.
Arrive at Alexandria, at 4, 50 p. m. and 1, 20 a. m.
Arrives at Alexandria, at 4, 50 p. m. and 1, 20 a. m.
Arrives at Alexandria, at 4, 50 p. m. and 1, 50 p. m.
Leaves Gordonsville at 12, 30 p. m. and 1, 50 p. m.
Leaves Gordonsville at 12, 30 p. m., arriving in
Alexandria at 8, 10 p. m.
Leaves Gordonsville at 12, 30 p. m., arriving in Alexandria at 4 a.
m., arriving in Lyachburg at 7, 10 p. m.
Through freight train leaves Alexandria at 4 a.
m., arriving in Lyachburg at 7, 10 p. m.
Leaves Cynchburg at 2, 30 a. m., arriving in
Alexandria at 4, 10 p. m.
Passengers from Warrenton will take the 7 a.
m. train south from Washington, and the 6, 45 a.
m. train south from Washington, and the 6 a.
m. trains from Richmond connect with trains
it Washington for all parts of the North and
Weel.
This roate has the savantage over all others by

West.
This route has the advantage over all others by
having a configuous rail from New York to
Lyachburg, 400 miles.
It also passes through Fairfax, Bull Ran, Ma-manas, Bristow, Catlett's, Rappalnanock, Cui-paper, Orange, and Gordonsville, where many
of the great taitles of the late rabelilon were
fought.

Trains leave the corner of First and C etrosis,
Washington. W. H. McCAFFERTY,
Garage and Control of the Control

General Superintendent.

J. M. BEOADIS,

General Passenger Agent. THROUGH LINE BETWEEN WASH-INGTON, PHILADELPHIA, AND NEW YORK.

WARRINGTON, October Trains between Washington and New York are ow run as follows, vis. POR N EW YORK, without change of cars, Leave daily (except Sunday) at 7.30 a.m., and and 2.30 p.m. FOR NEW YORK, changing cars at Philadel-WASHINGTON, October 29, 1865. een Washington and New York are

Leave daily (except Sunday) at 11.15 s. m., and

Leave daily (except Sanday) at 11.15 a.m., and 4.50 p.m.

Leave, daily (except Sanday) at 7.30 and 11.15 a.m., and 4.50 and 7.30 p.m.

ON SUNDAY.

Leave for Pailadelphia at 7.30 p.m. only.

Leave for Pailadelphia at 7.30 p.m. only.

Sleeping eare for New York on 7.30 p.m. train daily, except Sanday. On Sunday, train and ally, except Sanday. On Sunday, train and sleeping ear. ran only to Philadelphia.

Through tickets to Philadelphia, New York, or Boston, can be had at the Station office at all hours in the day, as well as at the new offset in the American Telegraph building, Pennsylvania avenue, between Four-and-a-half and Sixth streets.

avenue, between Four-and-a-streets.

Bee Baltimore and Ohio ralirond advertisement for schedule between Washington, Baltimore, Annapolis, and the West. W. P. SMITH,

Manter of Transportation.

Manter of Transportation.

Geo. 8. KOONTZ,

Agent, Washington. WASHINGTON, ALEXANDRIA, AND GEORGETOWN

RAILROAD COMPANY. CAPITAL STOCK, \$500,000-SHARES, \$100 EACH

BOARD OF DIRECTORS:

Samuel M. Shoemaker, Esq., of Baitimore,
Robert W. Lathan, Esq., of New York city,
Joseph B. Stewart, Esq., of Washington, D.
Frederick F. Stanton, Esq., of Washington, D.
Lesuard Huyck, Esq., of Washington, D. C.

O'Fresident-Robert W. Latham, Esq. Secretary-Joseph B. Shewart, Esq. Tressurer-Leonard Huyck, Esq. Superintending Agent and Recording Ley-Oscar A. Stevens.

All communications referring to busine as con-nected with said road should be address at to the socretary, at the office of the Compan s, No. 411 paybath approximate according to the compan s. No. 411

STEAMSHIPS. ATLANTIC STEAMSP, IP COMPANY.

TO NEW TORK.

The steamers comprising this line are the JOHN GIBSON... Captain YOUNG. R. O. KNIGHT... Captain MORRIS. FARFAX........ Captain WINTERS. Leaving Pier No. 12, North River, New York, eyery WEDNEEDAY and SATURDAY, at 4 p. m., and foot of G street, Washington, D. C., every TU YEDAY and FRIDAY, at 7 a. m. yr, sight received daily during business hours, descriptly box in a captain beat men.

and ewrefully kept under cover The Steamers of this line now connect with The Meanars of this line now connect with Alexandria and Orange Railroad. Freight forwarded to any point along the line of the road.

ABUSTS—MORGAN, RHINKHANT & CO.,

COT. Riventhat and Penn. ave.,
south side, and foot of 3 street,
which was the street,
BOWEN, BRO. & CO.,

Alexandra, V.

H. B. CROMWELL & CO., 86 West atrest, New York.

WASHINGTON STEAMSHIP COMPANY, (OLD LINE.)

NEW YORK, ALEXANDRIA, WASHINGTON AND GEORGETOWN, D. C. OCEAN STEAMERS.

BALTIMORE BEBECCA CLYDE, AND EMPIRE IN COMMERCION WITH INLAND STRAMERS GEORGE H. STOUT, MAY FLOWER, AND

ANN ELIZA.

Regular Sailing Days TUESDATS and FRIDAYS, at 12m., from foot of High street, Georgetown, and Pier 1b, East River, (foot of Wall
street,) New York.

Yor treight or passage apply to—
C. P. HOUGHTON, Agent,

C. P. HOUGHTON, Agent,
foot of High street, Gaugetown,
M. BLDRIDGE & Co., Agents,
Prince Street Wharf, Alexandria,
JAMES HAND, Agent,
117 Wall Street, New York,
Freight received constantly and forwarded in
all parts of the country with dispatch, at lawest
lates.

1022

TO THE VOTERS OF WASHINGTON.

The Assessors of the different wards will meet at the following places from 10 o'clock, n. m., to 3 o'clock, p. m., from the 15th to the list be-cember inclusive, to correct and register the names of those umitted from the printed poll sts : First w.ard.—Thomas Donobue, Twenty-second

First w.trd.—Thomas Donohus, Twenty-second street, between H and I streets. Second ward.—George W. Harkness, H. street, between Twelfth and Thirteeuth streets. Third ward.—William B. Downing, L. street, hetween Savesth and Eighth streets. Yourth ward.—Thomas W. Burch, Fifth street, Nenne. Sigth ward-Charles E. Nelson, 203 G street

J. N. B. R. U. C. E. PHOTOGRAPH GALLERY, 2014 Penusylvahla svenue, between Ninti and All kinds of Photograph and Ambrotype work executed in the best manuer known to the art,

MANHOOD SUFFRAGE.

MANHOOD SUFFRAGE.

To the Editor of the Republican:

The present loyal status of the residents of the District of Columbia, in connection with the probable granting of the elective franchine by Congress to men of color, has a tendency to create opposition, argument or fear of consequences, according as passion, prejudice or timidity rule the mind. Is it not well that the inhabitants of this District, in view of the "inexorable logic of events," should calculy and dispassionately examine into the merits and demerits of their position, remembering that differences of opinion must exist in all well-regulated communities, and that those who are unwilling to allow free expression of sentiment assong citizens are unworthy of respect, pulitically or morally.

are unworthy of respect, politically or morally.

First, then, your correspondent (who confecees himself to be what many consider an amomaly in this latitude—a "Republican" notice dorn) begs to call attention to his theory of political division of cotess in Washington as at present existing in determining the "rights" and duties of the whole population.

8,000, (which is in excess of the official count,) we divide politically as follows:
Republicans, (in favor of negro suffrace) 

We of course do not include as voters re-tarned rebels, as it is not probable that Con-gress will allow the question of their political "rights" to remain unsettled.

Now, granting that our calculation is (even approximately) correct, we find our voting population—discarding political divisions— about equally divided between "loyal" and "dieloyal," (we class semi-loyal as dieloyal for all practical purposes,) and the question arises, what are the claims which these 8,000 men have a right to assert as citizens of a nen have a right to ascert as citizens of a free and enlightened Government?

men have a right to assert as citizens of a free and enlightened Government?

Say the anti-republican loyalists: We have upheld the general Government by all the means at our command; we have collisted outreless or sent our soas to the war for the suppression of treason; we have contributed our means, have opened our houses and our churches for the relief of sick and wounded Union coldiers placed in our midst, and we feel that our prejudices (if you call them so) of r. Hickimo against the legal equality of negroes should be respected by the general Government, and that we should not be forced to submit to conditions not imposed on even rebellious States; we not only recognize but rejolee in the abolition of slavery, and don't want the institution resuscitated, but do not let the blacks interfere in our elections.

sughtle semi-loyal voters.—We had nothing to do in bringing on the war. We consider that the South were driven into register reserved to us as citizens of the whole country.—The Government has forced freedom up an him, now let him work for his former whater or for any one who wants in and will pay him his wages. We must accept the question of freedom in the District, but we are not willing to have established negroequility in our midet. Say for think) the disloyal voters.—Our southern friends many to be insulted by coming in contact with their former property, and we prefer the absolute removal of the negroes from among us, rather than allow them any political privileges. We are law-abiding men, but to not the passence of negroes at the polis. Say all the opporing elements—In a voil to to the passence of negroes at the polis. Say will the opporing elements—In a voil to to the passence of negroes at the polis. These arguments are those which every man in the community has heard, and is hearing daily and hourly, and to were provided to remediation, and the grant to the will be forced by the power having acceptance of the whole country—the right of payed to remember the political privileges. We are confident that the community has heard, and is hearing daily and hourly, and the writer has been to the present time to enter voit and the privilege of the States.

Now to condence: We have head granted a hearing faily and hourly, and the writer has been to the present time to enter voit and the privilege of the States.

Now to condence: We have head granted a hearing force, as they have been put to him repeatedly. May he express the hope that the publishing of them her may canse the reader to examine into the wild of the country, says to the inhabitants of its only the previous of the charter. For what purpose? I conjude the charter fame of the capital of the native country, says to the inhabitants of its only the previous of the charter. For what purpose? I conjude the charter fame of the capital of the native country Say the semi-loyal voters. We had noth-eg to do in bringing on the war. We con-

anis of the capital, but in such cases the position is the same—such action is merely that it is possible to legislate social quality of the granting of a favor by the people of the nation, and does not affect their rights of absolute authority acting upon their constitutions sutherity. Congress has, on several consistency, and the case, at least, it has diminished such privileges of inhabitation and the community can now in gard the power of appointment of police and resumed control by substituting a Board of Police Commissioners, and to this extent no fair-minded man in the community can now be found to question the legality or propriety of these acts of expansion or contraction as applicable to the city of Washington.

Again, in the exercise of exclusive jurishicking nam who is willing to grant the truth of our premipes therefor, be his parasonal sentiments as to the propriety of the farth of our premipes therefor, be his parasonal sentiments as to the propriety of the act what they may, will confess that in exercising its previgatives as legislator it was not necessary or proper that Congress about consult the wishes of the people who happened to have chosen flovenment property for the careying out of the law if it (Congress) had determined on absolute uncompensated emancipation. Per contra, and as a logical inference from the arguments used, the exclusive jurished the power.

If our arguments are sound the enlightent of the law if it (Congress) had determined on absolute necessarily gave it the same power and an thority in the District of Columbia to ensure the payment of money to their owners resident on the payment of money to their owners resident of the payment of money to their owners resident on the payment of money to their owners resident of the payment of money to their owners resident of the payment of money to the rank of the payment of money to their owners resident of the payment of money to their owners resident of the payment of money to the rank of the payment of money to the payment of the

original jurisdiction continues. Congress will have just such power.

If our arguments are sound the enlightenment of the age is the only guarantes the inhabitants of Washington have against a renewal of slavery among them. Hence, as Congress, in the exercise of exclusive jurisdiction, can, without consultation with or consent of the inhabitants, (as it has already done and for rearons already stated, ilimit the qualifications of those to whom it has previously granted privilege of franchise, it can ordain, as contained with such general power of limitation, that no mas shall yote ower of ilmitation, that no man shall vote the cannot read and write; who does not possess a given amount of real estate; who has ever been in the rebel army; who holds or does not hold a Government office; who is

process a given amount of real estate; who has ever been in the rebel army; who holds or does not hold a Government office; who is under twenty. Eve years of age. And no intelligent man of either of the classes into which we have divided the voters of Washington, who will take time to think, and who is not governed sullrely by impulse, will dany it, or would think of resisting any such limitation haw if adopted.

Suppose Congress (without changing 'he quality or color of the vote as at present constituted) should ordain that reading and writing should be a qualification proceedent to voting in Washington. The effect might be to disfranchies one fifth or one fourth of our present "otilizens;" but would any one be found foolish enough to counsel resistance to the law, as an interference with the rights of our votes! We are confident that the right reserved to us as citizens of the whole country—the right of petition—would be the only means adopted to remedy the evil, if an evil, which we beg leave to doubt. Granting the power to limit suffrage in the District of Columbia, and the propriety to the acts by which it has been or may be hereafter limited, lot us judge whether an enlargement of franchice should cause disturbance or outrage or ill-will in a community of differing opinions.

In the carlier history of our city, very few of our local offices were elective, and our voters were all men of property. A majority of our then inhabitants, who constitute now the voters opposed to enlarging the right of suffrage, (for in those days there were no "Republicans" in the certification, and to grant the inhabitants more elective offices, and we have yet to hear any serious injury resulting thereform.

The tendency in Washington, as in all cities, has been to the present time to entire and continues of the property of the resident of the serious divises. The property is not all interesting the right of suffrage to property or other qualification, and to grant the inhabitants more elective offices, and we have yet to hear

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apologicing for this lengthened communica-tion, which we have thought called for as an humble endeavor to allay any bad blood in tion, which we have thought called for as an humble endeavor to allay any bad blood in our midst by cnu-ing us all to THINK before we act, are we not prepared to recognize, as good and law-abiding Americans, our duties as citizens of a common country, placed as we are peculiarly under the care and protection of the National Congress, remembering that, while our private sentiments are swallowed up by 'the greatest good to the greatest number,' each and all of us will be the recipionts of a bounty, as residents of a capital which a nation is proud to adorn, superior to that enjoyed by any city in the Union, and in surrendering some of our opinions in the present, being enabled in after years to know that our school houres have been erected, our children educated, our streets and parks improved and beautified in the hands of a beneficent Governfunct, as a result of our willing obedience to ment, as a result of our willing obedience to the laws enacted for our guidance

Tribute to Max Maretzek. The New York Academy of Music has had brilliant season of opera under the management of the unconquerable MAX MARRY season, the friends of the great impressario presented to him, from Mr. LEONARD JEROME's proscenium box, an elegant service of silver (salver, pitcher and goblet) bearing

the following inscription:

TO MAX MARETEEK.

A tribute to his real in promoting the taste for lyric art, and an evidence of our appreciation of the excellent operatic representations given under his direction at the New York Academy of Music.

The salver bears the names of the donors, who accompanied the gift with the following letter:

New York, Dec. 10, 1865. Max Marelick, Key., Academy of Music, New Not Suretise, 1847, and 1975.

DEAR Sin: We, the undersigned, beg to offer you the accompanying tribute to your seal in promoting, throughout this community, a taste for that most refined and intellectual form of popular amusement. Italian

nity, a taste for that most refined and intellectual form of popular amusement. Italian Opera.

Por nearly twenty years your energy, in constantly combatting the difficulties naturally surrounding this class of enterprises, has been apparent to the public; and the persevering devotion to the interests of art thus displayed has not been overlooked by those who are aware of the responsibilities and embarrassments connected with the conduct of lyric entertainments.

We cordially recognize that a degree of excellence has been attained by your in the operation opera-houses of the world.

We sincerely congratulate you upon the very successful results which have accrued to your unsided exertions in this field of art; and, with the hope that the status of opera in the United States may long continue to be determined by your liberal taste and enterprise, and that the value of your services as director of the Italian Opera in New York may always be well appreciated by an enlightened public, we remain, Yours, respectfully,

## THE NATIONAL REPUBLICAN

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Single copies, 3 cents.

This Warriy National Exposition is published every Priday morning: One copy one year, \$2; Three copies one year, \$5.00; Ten copies one year, \$5.00.

DARA.

BY JAMES SCHOOL LOWSLL.

He who had governed fleecy subjects well. Made his own village by the self-same spail, Secure and quiet as a guarded fold; Then, gathering strength by slow and wice degrees, Under his sway, to neighbor villages Order returned, and faith, and justice old.

Radios in trans-syes. He sought on every side men brave and just ;— And having heard our mountain shepherd's

praise, How he refilled the mould of elder days, To Dara gave a satrapy in trust. So Dara shepherded a province wide,

Soon it was whispered at the rayal sar That, though wise Dara's province, year by year, Like a great spange, sucked wealth and plenty Yet, when he squeezed it at the king's beheat, Some veilow drops more rich than all the rest Went to the filling of his private cup.

For proof, they said that wherease et he went, A chest, beneath whose weight the camel hent, West with him; and so mortal eye had seen What was therein, save only Dara's own. But when 'twee opened, all his tent was known To glow and lighten with heaped jewels' shene.

The king set forth for Dara's province straight, Where, as was it, outside the city's gate, The vicercy met him with a stately frain, And there with archers circled, close at hand, A caped with the cheef was seen to stand. The king's brow reddened, for the guilt was plain.

"Open me here," he cried, "this treasure chest."
Twas done, and only a worn shepherd's vest
Was found within. Some blashed and hung the

"To govern men, lo, all the spell I had? My aoui in these rude vestments ever clad shill to the amatalead past kept true and les still on these plains could breathe her mos air,
And fortune's heaviest gifts serenely bear,
Which bend men from their cruth and make then

"For ruling wisely I should have small skill,
Were I not lord of simple Dara still;
That sceptre kept, I could not lose my way."
Strange des in royal spes graw room and bright,
And strained the throbbing lids; before 'iwas
night
Two added provinces blest Dara's away.

CONGRESSIONAL PROCEEDINGS. [Continued from our Report of Yesterday: ]

[Continued from our Report of Testerday.]

SENATE.

A communication was received from the Secretary of the Treasury in reply to the resolution of inquiry as to whether there were any persons employed in that Department who had never taken the oath. He replied that there were such persons employed, but with one exception mone had been paid. That in consequence of the war there were but few men who were capable who had not held position under the government in the South, and that it became necessary, to enforce the revenue laws and collect the customs, to appoint such men for the time being. Mr. Sumner presented a petition of citizens of Missouri praying that measures may be taken to provide provisional governments for the States lately in rebellion, and as security for the future to exact irreversible guarantees among which should be the unity and sovereignty of the States. Enfranchisement and equality before the laws. Security of the national debt, Compulsory education. National pasce and tranquillity by impartisi suffrage. Referred to select committee of fifteen.

Mr. Harris announced the death of the

sulfrage. Referred to select committee of fifteen.

Mr. Harris announced the death of the Hon. Mr. Kellogg, member-elect te the House of Representatives from New York, and offered a resolution expressing the sympathy of the Senate, and requesting the usual marks of respect to the memory of the deceased, and that the Senate do now adjourn.